

FLIGHT JACKET



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Miramar hosts 'Superman'



Meet "Superman" (celebrity Brandon Routh) from "Superman Returns" Sunday from 1 p.m. to 2p.m. at the Bob Hope Theater, at Marine Corps Air Station Miramar. A free advanced screening of the film will follow a meet and greet session with the cast and crew. *Photo courtesy of J.R. Cordray*

Miramar prepares for fire season

Story by Lance Cpl. Robert W. Beaver
MCAS Miramar Combat Correspondent

Southern California is known for its year-round clear skies and warm breezes. To some, this climate may seem the ideal place to spend a summer vacation.

These weather conditions also bring extended periods of time without rainfall. A combination of the Santa Ana winds, no rain and a hot, dry climate contribute to one of California's most destructive forces: the wildfire.

Marine Corps Air Station Miramar was in danger in October 2003 when the Cedar Fire reached East Miramar after burning more than 2200 homes and more than 280,000 acres across San Diego County, according to www.fire.ca.gov.

But months of preparation and training gave the Miramar Fire Department ground to confront California's second most devastating wildfire.

"The burns we made throughout that year helped us against the fire," said Paul Tompkins, fire captain, MCAS Miramar Fire Department. "The road network we made gave us ground to fight the fire."

Prescribed burns, or controlled fires, are some of the most effective methods used for fire prevention. The burns are designed to create fuel breaks by eliminating hazardous fuel, known as chaparral. Controlled fires will be done this month at East Miramar when conditions allow, said Tompkins.

According to Tompkins, 20 miles of roads and trails in East Miramar have been burned. Fifty feet on both sides of the road have been cleared to give the fire fighters safer access to different areas in the event of a wildfire.

The fire fighters use a tool called a drip torch to start the prescribed burns. The drip torch is a 1.5 gallon container with 3 parts diesel fuel and one part gasoline.

A tube extends from the container that drips the mixture on a wick to ignite the solution. The drip torch is poured like a watering bucket, but it engulfs the plants with flames.

"These burns are also a great opportunity for the men to train," said Tompkins. "Everything we do during a prescribed



A firefighter with the Miramar Fire Department starts a prescribed burn with a drip torch during fire operations in May 2005. *Photo courtesy of Miramar Fire Department.*

fire will help prepare them if a bigger fire comes. This gives them a closer look at fire behavior and they can learn ways to deal with it, such as setting back fires and burnouts."

The fire department has been using the prescribed burn program for five years. The burning method proved to be more cost efficient than previous methods.

FLIGHT JACKET



Maj. Gen. Samuel T. Helland
Commanding General
3rd Marine Aircraft Wing



Col. Paul C. Christian
Commanding Officer
MCAS Miramar

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Public Affairs Director

Capt. Al Eskalis
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Miramar tackles methamphetamines

Story by Lance Cpl. Robert W. Beaver
MCAS Miramar Combat Correspondent

The Marine Corps has a zero tolerance policy on illegal drug use, but a recent needs assessment by the Center for Substance Abuse Prevention and Treatment, Marine Corps Community Services, Marine Corps Air Station Miramar, determined the most common drug abuse cases on the air station involve methamphetamines.

Methamphetamine abuse has been the dominant drug problem for San Diego for quite some time and the problem is spreading to the Midwest, according to www.nida.nih.gov.

Methamphetamines are a highly addictive stimulant that comes in powder or solid crystal-like form.

In some cases, users have died or became addicted after one use. Street names include speed, crystal and ice.

“Methamphetamines will give the user a rush, more energy and speed, but they don’t know the stuff that it is made out of can take their lives,” said Dr. Nate Lowe, drug demand reduction coordinator, MCCS Miramar.

Various chemicals are used to make the drug including rat poison and strychnine, both highly toxic chemicals. Side effects are decreased appetite, loss of weight and increased wakefulness.

After prolonged use, the user reaches a level of meth psychosis. The abuser sometimes feels things that aren’t there, such as bugs under their skin.

Some have taken sharp objects and cut themselves to get the bugs out, said Lowe.

Before methamphetamines, marijuana was the most common case at Miramar. Methamphetamines are now easily available; they can be bought minutes outside the main gates.

“The drug has become popular because it’s cheaper than crack and anybody can make it,” said Lowe. “The ‘high’ is also longer lasting.”

As a result of the growing problem, the Drug Demand Reduction Program, CSAPT, MCCS Miramar, is hosting a methamphetamine conference, “Meth Effect,” June 29, from 8 a.m. to 4 p.m. in Bldg. 8630 at Marine Corps Air Station Miramar, to address this issue plaguing America.

“Our goal with this conference is to edu-

cate our senior leaders to identify the signs, symptoms and behavior associated with methamphetamine use,” said Lowe. “We are trying to be proactive rather than reactive.”

Representatives from various federal agencies will be at the conference to share information. They will talk about their perspectives and outlooks on the problem.

Some Marines may turn to the drug because of a demanding work schedule or just hanging out with the wrong people.

“Marines who decide to get involved with that lifestyle use the drug to give them more energy,” said Lowe. “But some Marines work in a place where they can put someone else’s life in danger.”

There are Marines repairing aircraft 24 hours a day. All it takes is one Marine who is using drugs to hurt someone.

A unit’s senior leaders are ultimately responsible for any drug related incident that may cause harm to another person. All unit senior leaders are urged to attend the conference.

“If we educate people it can prevent an incident that may put theirs or the lives of others in danger,” concluded Lowe.

Honor, the ultimate in ethical behavior...

Story by Lance Cpl. George J. Papastrat
MCAS Miramar Combat Correspondent

Honor, as defined in the Merriam-Webster dictionary, is a keen sense of ethical conduct. Marines bring that definition to the next level.

From the oath of enlistment, throughout boot camp and during the course of their service to their country, Marines are instructed on the core values of honor, courage and commitment.

For many Marines at Marine Corps Air Station Miramar, a sense of honor is something that defines their character as well as actions both on and off duty.

“During boot camp the Corps’ values are instilled in us,” said Lance Cpl. Christina Henson, inbound clerk Marine Corps Air Station Miramar. “It is important to keep our honor. When we lose our honor no one can trust our word.”

Marines use honor to guide them in exemplifying the ultimate in ethical and moral behavior. Marines should strive to never lie, cheat or steal, they respect human dignity, and are dependable. They are also able to commit and act responsibly.

“Honor to me is the fundamental state of character, and being able to live up to expectations,” said Sgt. Maj. Mark Kellison, sergeant major, MCAS Miramar. “We must all have an honor system within ourselves.”

Marines accept the fact that they are, regardless of the military occupational specialty, riflemen first. They must be prepared, ready

to fight, first to go and last to know.

“Honor, no matter what, is important because someone can make a mistake and it can be fixed, however a lack of honor is not an easy task to fix,” said Kellison with assuredness. “Marines have to put out what is inside of them and show their honor.”

“Sometimes, sticking to convictions and maintaining themselves in hard circumstances is hard,” said Kellison. “However, honor will prevail and ones true colors will show.”

The meaning of honor can vary in one’s personal perception.

“Honor to me means being true to ones self,” said Sgt. Amedeah Kragh, support equipment asset manager, Marine Fighter Attack Training Squadron 101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. “Using ethics in your everyday life and honoring yourself.”

Being a Marine to some is the most honorable job they could have, all their lives they have wanted to be part of something great and now they are a member of one of the most elite fighting forces in the world.

“As a Marine it is expected to show honor, and be patriotic,” said Pfc. Alberto Urbaez, legal clerk, MCAS Miramar. “We must stay on task and do the best we can and show honor to our fallen brothers.”

Every day Marines aboard Miramar complete various tasks where they have the honor within themselves to ensure the job gets done to the best of their ability.

Miramarks



Pfc. Robert Thompson
Night Crew NCO
MAL5-16

“I try and do my job along with the extra work that needs to be done without anyone telling me to do it. Working independently is huge to me.”



Petty Officer 2nd Class Daniel Goodman
Correctional Officer
Naval Consolidated Brig

“Conduct yourself professionally at all times and do your job to the best of your ability.”

How do you perform honorably during your everyday duties at work?

Briefs

2006 Spring HRST Visit

The Headquarters Recruiter Screening Team will be holding a screening for recruiting duty Wednesday from 8 a.m. to 4 p.m., at the Marine Corps Air Station Miramar Staff noncommissioned Officers club.

Applicants must report in the service “C” uniform with service record book and health records.

For more information, contact your unit career retention specialist.

Marine Security Guard

For all Marines stationed on MCAS Miramar that currently have orders to or are interested in assignment to Marine Security Guard Duty, there will be a screening June 26, 8 a.m. to 4 p.m. at the Bob Hope Theater. The uniform of the day will be Service “C”. For more information contact your Career Retention Specialist.

Hazardous Duty Pay

Hazardous Duty Incentive Pay has been authorized for primary military occupational specialties 1302 and 1371, while serving in a combat zone area according to MARADMIN number 256/06, signed April 8. The criteria for HDIP must be validated by the Marine’s unit and certified by the commanding officer.

Illegal Drug Conference

On behalf of the Drug Demand Reduction Program, the Center for Substance Abuse Prevention and Treatment and Marine Corps Community Services, a special Methamphetamines Conference will be held June 29, from 8 a.m., to 4 p.m., in Building 8630.

For more information, call 577-4411.

TRICARE benefits

Effective May 5, survivors currently enrolled in TRICARE Prime Remote for Active Duty Family Member may retain their TPRADFM benefit for three years after the date of the sponsor’s death if the family members continue to reside in the current TPR area.

For questions about this new change in benefit, please contact 1-888-TRIWEST.

Prescribed Burns

The Marine Corps Air Station Miramar Fire Department will be conducted prescribed burns throughout the month of June in preparation of fire season. These fires eliminate hazardous fuels and will help reduce the wildfire risk.

Marine receives aviation award

Story by Lance Cpl. Robert W. Beaver

MCAS Miramar Combat Correspondent

Throughout history, Marines have displayed excellent leadership during times of war. The leadership of one Marine in Iraq continues this Marine Corps Legacy.

Flight 13 of the Order of Daedalians named Maj. Ricardo Martinez, the 2006 Outstanding Aviator of the Year during their monthly meeting June 8 at the Marine Corps Air Station Miramar Officer’s Club.

Martinez, a UH-1N Huey pilot with Marine Light Attack Helicopter Squadron 369, Marine Aircraft Group 39, 3rd Marine Aircraft Wing, is also 3rd MAW’s nominee for the 2006 Marine Corps Aviation Alfred A. Cunningham Award for his actions in Iraq.

“Martinez’s courageous actions in the Al Anbar Province, Iraq, displayed the preeminent Marine Warrior Spirit,” said Maj. Gen. Samuel T. Helland, commanding general, 3rd MAW, in his letter of recommendation. “It’s with great pleasure that I nominate him for the award.”

On a warm morning in November 2005, Martinez was section leader for an air element that was escorting a logistics convoy to its destination.

During the flight, Martinez’s wingman, an AH-1W Cobra gunship, received enemy ground fire and was shot down resulting in the deaths of the two pilots.

Martinez, an Edinburg, Texas, native, unhesitatingly flew to the crash site to assess the situation despite the known threat. He knew the crash site had to be secured, as the neighborhood had a hostile reputation and is known to use coalition forces dead or alive as



Maj. Ricardo Martinez, UH-1N Huey pilot, Marine Light Attack Helicopter Squadron 369, Marine Aircraft Group 39, 3rd Marine Aircraft Wing, was awarded the 2006 Outstanding Aviator of the Year Award, which he received June 8 for his courageous actions in November 2005 in Iraq. Photo courtesy of Maj. Ricardo Martinez

propaganda.

He returned to the convoy several miles away and picked up five volunteer Marines to insert at the crash site to provide security. He skillfully flew back to the site managing the power available with the helicopter at maximum gross weight.

Upon his return to the site, several Iraqis were already there. When they saw Martinez coming, they quickly fled the scene. Martinez

again proved spectacular airmanship when he landed the aircraft in what is described as a small backyard surrounded by walls. His aircraft barely fit in the area, which included the downed aircraft.

“Martinez distinguished himself during superior duties while in Iraq,” said Richard Martindell, adjutant, Flight 13 Daedalians. “We are excited and proud to recognize his accomplishments and good efforts.”



Retirees, George Zapchon (left), Ramon Fajota (center) and wife Gin (right) sit aboard a 'Space A' Flight with an Air Force C-17 June 2 at Marine Corps Air Station Miramar. Retirees and reservists, are the most common people who use 'Space A' but fall in the category with least importance. Active duty service members on leave or orders fall in the top three categories making the chance of catching the flight easy. *Photo by Lance Cpl. Robert W. Beaver*

Ride free with 'Space A'

Story by Lance Cpl. Robert W. Beaver

MCAS Miramar Combat Correspondent

Military aircraft fly missions 24 hours a day, traveling from airfield to airfield. Sometimes aircraft have extra room during these missions. If the aircraft has extra room and the aircrew gives consent, Air Mobility Command Instruction 24-101, Vol. 19, states that service members are allowed to travel at no cost with the aircraft.

Nearly every military installation that has an airfield offers service members this opportunity to travel for personal or professional purposes. The Marine Corps Air Station Miramar Visiting Aircraft Line helps facilitate this travel opportunity.

"Our mission here is to do embarkation, deployments and homecoming but we also check (Space Available)," said Sergio Carrasco, passenger representative, MCAS Miramar. "Some aircraft land here to bring casualties to medical facilities, to refuel or get services. (Miramar) provides them with whatever they need so we ask them to help us out by using 'Space A'."

'Space A' is referred as the available space an aircraft has when flying missions. If an aircraft is flying to Hawaii from MCAS Miramar and there is available space, people can catch a free ride there.

"I get twenty calls from people who want to go to Hawaii," said Carrasco. "On the day of the flight, two people show up. If you're a single active duty Marine, you have a good chance a catching a flight."

There are six categories that eligible persons can fall under. Depending on who you are and what your doing determines which category you fit in.

Retirees, reservists and their dependants are the most common category that uses 'Space A'. They fall under category VI, which is the category with the least importance.

Active duty service members on leave or orders fall in the top three categories.

A single Marine must be on leave or orders to register for Space A. That doesn't mean they have to wait until they are on leave before planning where to go.

"If someone wants to go somewhere, I can look at the flight schedules and find a flight for them," said Carrasco. "Based on what I find, it can help find the best time to take leave."

'Space A' registration must be completed several hours prior to flight time. It's as simple as showing up to the VAL terminal with an identification and social security card then filling out some paper work.

"I recommend coming at least two hours prior to register and ensure there are open seats," said Carrasco.

If an aircraft has one available seat and there is an active duty Marine on leave or a retiree registered for the flight, the active duty Marine will get the seat because they fall under a higher category.

Active duty and retirees' dependents are also authorized to travel. They must have their birth certificates and social security cards to register. Any dependent 10 years old or more, must have a military dependent's identification card, which can be acquired at the MCAS Miramar Joint Reception Center.

"I use 'Space A' because it's free and safer than using civilian airlines," said Ramon Fajota, a Navy retiree who has used 'Space A' to fly to Germany for vacation.

'Space A' may be free and safer than civilian airlines, but one sacrifices comfort and timeliness. An aircraft's mission can change at any time. The MCAS Miramar VAL recommends that passengers solve hotel and transportation issues before departure. Some passengers have arrived at their destination only to find no place to stay.

"We are always motivated to help out Marines; they rate it, they deserve it," concluded Carrasco.

For more information about 'Space A' travel, call 577-4285.



Lance Cpl. James Woodson, aircraft attendant, Marine Corps Air Station Miramar, reviews the schedule of 'Space A' flights June 14, that run through Miramar. 'Space A' flight registration must be completed several hours prior to the flight. *Photo by Lance Cpl. George J. Papastrat*

Miramar restores vintage aircraft

Story by **Lance Cpl. George J. Papastrat**
MCAS Miramar Combat Correspondent

Marine Corps Air Station Miramar is home to the Flying Leatherneck Historical Foundation and Aviation Museum, which houses more than 40 different types of military aircraft both fixed and rotary wing from the early days of military flight to the present Marine F/A-18 Hornet.

The museum staff is also in charge of current aircraft restoration projects as well as other old military items to include uniform and issued gear.

There are one to seven men and women both civilian and military working on a daily basis restoring these great aircraft.

"I have been interested in airplanes since 1972, which is when I saw my first air show," said Steve Smith, assistant curator, Flying Leatherneck Historical Foundation and Aviation Museum, MCAS Miramar.

Smith, a former motor transport Marine, is one of the men responsible for the restoration of military aircraft that go on display in the museum.

"Currently, a General Motors TBM-3E 'Avenger' is being restored for the museum," said Smith. "We have been working on this aircraft for the last six months and we are planning to be done in the next few months."

The Avenger came into production in 1943, with a total of 9,836 aircraft built and made their combat debut at the Battle of Midway where only one out of six aircraft survived.

During World War II, the Avenger was

used in many different roles such as a bomber, torpedo bomber, and was also used in anti-submarine warfare.

The Avenger is capable of flying at speeds faster than 270 mph, and has a range of more than 1,000 nautical miles.

The aircraft had an array of weapons systems including multiple .50 caliber machine guns and a 2,000 pound internal bomb load.

"The Avenger we are working on was used as a trainer," said Smith. "After its work in WWII, this aircraft was used as a crop duster in Canada."

This aircraft was accepted into the Navy fleet in 1945 and served in a variety of different tasks during its military career. Never seeing combat, it was retired in 1962 from the Navy after accumulating more than 792 hours of flight.

"The Avenger is not the only aircraft we are currently working on," said Smith. "We are working on an A-6, which is a Vietnam era fighter jet."

The A-6 was originally from Marine All Weather Fighter Attack Squadron 242. This aircraft is being painted to the "Bats" style paint job.

"I love re-building aircraft," said Tom O'Hara, curator, Flying Leatherneck Historical Foundation and Aviation Museum, MCAS Miramar. "I was a Marine aviator, and flew helos (helicopters)."

"I started as a volunteer rebuilding aircraft in 1994," he said. "I was in law school and did this job part time. I loved doing this so much I started doing it full time."



Bob Nugent, aircraft restoration specialist, Marine Corps Air Station Miramar, Calif., tapes the cockpit glass of a Grumman TBM-3E Avenger June 13 to prepare the aircraft for painting at a restoration facility at Miramar. Photo by Cpl. Paul Leicht



A fully restored and repainted A-4C Skyhawk awaits final markup June 13 at an aircraft restoration facility at Marine Corps Air Station Miramar, Calif. The Skyhawk was used during the Vietnam War as a carrier-based fighter aircraft, facilitated by its short wingspan and was also able to carry 6,000 lbs. of ordnance. Photo by Cpl. Paul Leicht



Corrosion control Marines and civilian restoration experts at Marine Corps Air Station Miramar, Calif., work side by side June 13 on two Grumman aircraft, an A-6 Intruder (left) flown during the Vietnam War and a TBM-3E Avenger flown during World War II. The Marines are working with civilian restoration staff to restore and paint the aircraft in "Bats" markings as used during the Vietnam War. Photo by Cpl. Paul Leicht



Cpl. Theodore McClung, corrosion control, Marine All Weather Fighter Attack Squadron 242, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, sands the nose of a Grumman A-6 June 13 at a historical aircraft restoration yard at Marine Corps Air Station Miramar, Calif. Ferguson and other Marines with VMFA(AW)-242 are working with civilian restoration experts to restore and paint the A-6 in "Bats" markings as used during the Vietnam War. Photo by Lance Cpl. George J. Papastrat

‘Green Knights’ train as they fight

Story by Lance Cpl. Scott T. McAdam Jr.
MCAS Miramar Combat Correspondent

In the Marine Corps tradition of training as you fight, Marine All Weather Fighter Attack Squadron 121, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, ran a live ordnance training mission June 8.

The mission originated at Marine Corps Air Station Miramar with ordnance loading and continued on to Point Mugu for the deployment of the ordnance.

The mission was important because VMFA(AW)-121 is validating current Marine Corps and Navy doctrines.

“The mission was unique because three of the missiles we were using did not have warheads, they had transmitters in their place,” said Chief Warrant Officer 2 Kenneth L. Aikey, Ordnance Officer in Charge, VMFA(AW)-121, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. “This is because of the development of new technologies the Marine Corps works to update their tactics and strategies in the employment of weapons.”

Ordnance is loaded daily at the Combat Aircraft Loading Area for safety purposes since this area is designated for any live ordnance training. However, live missiles are usually only loaded two to three times a year, but high explosive bombs are used by VMFA(AW)-121 at



Master Sgt. Joseph E. Brown (left), ordnance staff non-commissioned officer in charge, Marine All Weather Fighter Attack Squadron 121, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, and Cpl. Curtis Burton, ordnance technician, load a tactical air launch decoy onto a Hornet June 7, at the Combat Aircraft Loading Area at Marine Corps Air Station Miramar. Photo by Lance Cpl. Scott T. McAdam Jr.

least once a week, usually two times a week.

F/A-18 Hornets can carry a wide assortment of air to air missiles and air to ground weapons. The most commonly used are global positioning system bombs (JDAM), laser guided bombs (GBU) and high explosive bombs.

“Missiles were loaded in the morning, the biggest were the AIM-7 sparrow, which weigh about 500 lbs. and the smallest being the AIM-9 sidewinder, which weigh about 200 lbs.,” said Aikey. “The missiles we loaded in the morning were the AIM-120 Amraam missiles, AIM-9 Sidewinder missiles,

AIM-7 Sparrow missiles, Tactical Air Launched decoys (TALD), BQM-74 (drone targets launched from Point Mugu) and LUU-2 Para flares.”

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MISSILES

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The mission encompassed a lot of logistical support from Marine Aviation Logistics Squadron 11, ordnance and Pt. Mugu. The mission was planned by the squadron, the weapons were built up and delivered by MALS-11 and Pt. Mugu cleared the range space and provided the BQMs for the squadron to shoot.

The VMFA(AW)-121 main focus was loading and launching all eight aircraft at once.

The live ordnance mission was also good training for the Green Knight’s pilots and ordnance Marines. Usually only practice ordnance is loaded and used.

“I learned almost everything after I arrived at Miramar from my military occupational specialty school,” said Pfc. Brian J. Carddock, ordnance technician, VMFA(AW)-121. “Also, pilots like to blow things up, so when we do a good job for them they recognize that.”

“The difference between a 25 pound practice bomb and a 2,000 pound MK-84 unguided bomb, is huge,” said Aikey. “The weight difference is great and the aircraft will fly different and rise when it releases the bomb not to mention the impact and subsequent explosion is quite a bit more impressive.”

The live ordnance training allows Marines to know what to expect when they get into a combat situation. The aircrew will know what to expect so



Sgt. Tony Neeley, ordnance technician, Marine All Weather Fighter Attack Squadron 121, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, directs an F/A-18 pilot from the ground during the pre-launch arming of ordnance at the Combat Aircraft Loading Area June 7. All ordnance is loaded at the CALA for safety purposes. Photo by Lance Cpl. Scott T. McAdam Jr.

when the missile or bomb is deployed they are not surprised with the aircraft’s reaction, and can focus on destroying the target and flying the aircraft.

“Using live ordnance is important because it allows the Marines loading the weapons and using them to become more comfortable with loading and expending it,” said Aikey. “Combat is not the time for uncertainty of weapon employment.”

The “Green Knights” were picked to spearhead the mission because they had missiles on their Non Combat Expenditure Allowance they wanted to train with. Normally the higher headquarters would set up the missile shoot, but they were short handed due to

deployments to Iraq.

VMFA(AW)-121 has an outstanding ordnance record. In the last nine months they have expended over 596 tons of ordnance, over 40,000 20mm rounds, six High Speed Anti Radiation Missiles, two AIM-9s, 2 AIM-120s and 1 AIM-7. Total of all ordnance drops is about one-third of the NCEA for the F/A-18 Hornets at MCAS Miramar.

The “Green Knights” have had an extensive recent deployment record. They have deployed to Australia and Singapore for Operation Southern Frontier and expended over 111 tons of ordnance in 30 days. A deployment to Thailand for Cobra Gold where they worked with the Thai Air Force develop-



Cpl. Curtis Burton, ordnance technician, Marine All Weather Fighter Attack Squadron 121, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, does a final check of an F/A-18 before giving the okay for the plane to launch. The final check is done to ensure that everything on the aircraft is satisfactory. Photo by Lance Cpl. Scott T. McAdam Jr.

ing forward air controller support and employing rockets and bombs that were called onto targets.

VMFA(AW)-121 is scheduled for a six-month tour to Iraq next year and live ordnance missions like these will help the ground and air crew prepare.

“This was a perfect opportunity for the new Marines that have joined the squadron to get trained for the upcoming deployment,” said Aikey. “The Marines showed great work and hustle, we were impressed by the new Marines ability to learn and willingness to do their job.”

Radio Marines keep communication up



Lance Cpl. Alvin B. Messina extends the leaves of a satellite communication antenna at Al Asad, Iraq, May 30. Messina is an aviation radio technician with Marine Tactical Air Command Squadron 38, Marine Air Control Group 38 (Reinforced), 3rd Marine Aircraft Wing (Forward). *Photo by Lance Cpl. James B. Hoke*

Story By Lance Cpl. James B. Hoke
3rd Marine Aircraft Wing

AL ASAD, Iraq — Thousands of invisible waves of communications bounce through the Iraq ionosphere, relaying vital pieces of information to the Marines in the air and on the ground.

The personnel responsible for transmitting the communications are the aviation radio Marines with Marine Tactical Air Command Squadron 38, Marine Air Control Group 38 (Reinforced), 3rd Marine Aircraft Wing (Forward).

“Our mission here solely is to provide unsecured and secure communication to the Tactical Air Command Center in order to communicate efficiently and effectively to outlying agencies in support of Operation Iraqi Freedom,” said Sgt. Jason B. Morris, aviation radio technician, MTACS-38. “We provide communication to ground units and air traffic to help carry out operational missions affected by the 3rd Marine Aircraft Wing.”

Upon arriving in the desert, the aviation radio Marines have to decide on an area to place their equipment before proceeding further.

“The most significant thing about our job would be the initial set up of our system,” said Morris, a 23-year-old Bandera, Texas, native. “The reason for that is because we are able to determine where certain things will go in order to provide effective communications. After we have

everything set up, the rest of our job is simple.”

Although the placement of their gear can be tiresome for some of the Marines, it is something that has to be done accurately with no mistakes.

“Once we have set up our communication distribution system and all of its components,” said Morris. “We then coordinate connectivity with outlying agencies’ communication systems.”

The Marines with aviation radio work 12-hour shifts every day. This rotation is to ensure that the mission is accomplished 24 hours a day, according to Staff Sgt. Crystal R. Brooks, aviation radio technician, MTACS-38.

“Communication is a 24-hour job,” said Brooks, a 26-year-old Morristown, N.Y., native. “The Marines who do this job are very knowledgeable. I can rely on any one Marine to complete any task that is associated with AVRAD.”

There are trying times in the combat environment that can hamper the aviation radio Marines’ tasks.

“It does get hard at times,” said Morris. “When we receive indirect fire and short notice frequency requests, which is when the Tactical Air Command Center needs a radio changed to a specific frequency or a whole new radio network for raids or medical evacuations, it can get a little chaotic. Once we receive a request for a frequency, we have to respond quickly.”

Marine runs for cause

Story compiled by CPAO

MCAS Miramar

When pilot and triathlete Maj. Greg Price, Marine Fighter Attack Squadron 134, Marine Aircraft Group 46, 4th Marine Aircraft Wing, steps up to the starting line at the Ford Ironman Coeur D' Alene (2.4 mile swim, 112 mile bike, 26.2 mile run) on June 25, he won't be competing just for himself. He'll also be raising funds for the Injured Marine Semper Fi Fund (IMSFF).

Price is fundraising as a part of the Janus Charity Challenge, an innovative program designed and sponsored by the investment management firm, Janus. The program acts as a catalyst to motivate Ironman athletes to use the race to raise money for charity. But unlike most other race fundraisers, there is no pre-determined beneficiary. Each athlete can select the nonprofit organization they wish to support (Price chose IMSFF). Since the program's inception in 2001, triathletes have raised over \$12 million for hundreds of charities throughout the United States.

"Janus is proud to continue to offer this exceptional program because it engages more people in meeting the critical needs of their communities. The incredible commitment of athletes like Greg is a true testament to the caliber of Ironman athletes, and only helps to drive more awareness and support for vital nonprofit organizations throughout the country," said Janus sponsorship marketing director, Casey Cortese. To inspire athletes to participate,

Janus makes additional contributions to the beneficiaries of the top fundraisers at each of the full-distance U.S. Ironman races.

Price got the idea of raising money through the Janus Charity Challenge while competing at last year's Ironman Coeur D' Alene triathlon where he met several other triathletes who were involved in the Janus fundraising program. "Ironman training and competition is such an individual endeavor and it impacts time spent with the family because it takes 20-25 hours of training each week. I love the challenge of Ironman and I thought if I could positively impact others with my training, then it's worth it (my wife agrees).

"I decided to raise money for the Injured Marine Semper Fi Fund because no other group sacrifices as much as our Marines. They put their lives on the line everyday to protect our freedom and the freedom of others."

Price added that the the Injured Marine Semper Fi Fund is a non-profit charity (less than 2.5 percent administrative costs) that was established several years ago to provide support for injured Marines and their family members as they deal with the inconvenience and stress caused by their debilitating injuries.

Price needs your help in reaching his fundraising goal of \$10,000. To make a contribution, go to www.januscharitychallenge.com/cda06/usmc. For further information, contact Major Price at weasel314@yahoo.com.



Maj. Greg Price, pilot, Marine Fighter Attack Squadron 134, Marine Aircraft Group 46, 4th Marine Aircraft Wing, seen here participating in a triathlon event, will be running in a triathlon June 25 to raise money for injured service members. Photo courtesy of Maj. Greg Price

Honored Marines rest in ‘garden of stone’

Story by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

SAN DIEGO – Watching the raging battle on Iwo Jima Feb. 23, 1945, Secretary of the Navy James Forrestal turned to his Marine commander Lt. Gen. Holland “Howlin’ Mad” Smith and said, “The raising of that flag on Suribachi means a Marine Corps for the next 500 years.”

Sometimes referred to as a “father” of amphibious warfare, Smith is one of the Marine Corps’ most distinctive Marines with a special connection to a solemn place in San Diego.

Five months after Iwo Jima, Smith returned to the United States in July 1945 and took command of the Marine Training and Replacement Command at Camp Pendleton, Calif. In May 1946 he retired and was later promoted to general with special commendations for his performance in combat. He spent the rest of his life in La Jolla, Calif., where he devoted many hours to gardening.

After battling a long illness, Smith died Jan. 12, 1967 at the U.S. Naval Hospital in San Diego. Following a memorial service at Marine Corps Recruit Depot San Diego, Smith was buried Jan. 14 with full military honors at Fort Rosecrans National Cemetery situated on the rolling hillsides of the Point Loma peninsula overlooking San Diego bay and the city.

The cemetery, home to fallen veterans like Smith who were willing to fight, and perhaps die, to preserve American beliefs and values, is hallowed ground and a site of national reverence and healing.

Like Smith, many fallen Marines have found eternal peace at Fort Rosecrans. Some are virtually anonymous except to their families or perhaps a close friend. Some made the ultimate sacrifice in battle, while others faded away as old soldiers often do, like Smith.

“In addition to Gen. Smith, the cemetery is home to many notable monuments and burials,” said Ryan Hughes, Fort Rosecrans National Cemetery representative. “Fort Rosecrans is also the 10th busiest national cemetery with more than 200 burials each month on average. By the year 2016 the cemetery will be completely full, but it is possible there will be an expansion offsite at Miramar.”

A total of twenty-two Medal of Honor recipients lie interned at the cemetery. Alongside their Marine Corps brothers at Fort Rosecrans are seven Marines who received the Medal of Honor during various conflicts in American history.

Their graves are located throughout the cemetery grounds, and are largely unseen and easily overlooked. However, their deeds of courage and sacrifice are extraordinary.

Resting in Section A-E, Grave 1005, is Staff Sgt. Peter S. Connor, a veteran of the Korean and Vietnam Wars. He was a Marine with Company F, 2nd Battalion, 3rd Marine Regiment while serving in the Republic of Vietnam. He died of his wounds Mar. 8, 1966, eleven days after holding an enemy grenade against his body to absorb the explosion and shield his fellow Marines from harm.



Resting in Section P, Grave 1748, at Fort Rosecrans National Cemetery in San Diego is Maj. Gen. James L. Day, a Marine who fought in World War II. For his actions as a corporal on Okinawa, he was awarded the Medal of Honor Jan. 20, 1998, more than fifty years later. A total of seven Marine Medal of Honor recipients are interned at the cemetery. Photo by Cpl. Paul Leicht

Resting in Section P, Grave 1748, is Maj. Gen. James L. Day, a Marine who fought in World War II. For his actions as a corporal with 2nd Battalion, 2nd Marine Regiment, 6th Marine Division, on Okinawa, Day rallied his squad while under fierce attack by Japanese forces on Sugar Loaf Hill and helped preserve the lives of many Marines. He received his Medal of Honor Jan. 20, 1998, more than fifty years after his actions on Okinawa, and died of a heart attack later that year Oct. 28.

Resting in Section P, Grave 1606, is Brig. Gen. Jesse Farley Dyer. Dyer was a captain when he earned his Medal of Honor while serving with the Marine and Naval landing force that occupied Vera Cruz in April 1914. He later served in World War I, Haiti and China during the 1920s and 1930s. He retired in 1942 and died of cerebral hemorrhage at the U.S. Naval Hospital in San Diego.

Resting in Section C, Grave 16-D, is 2nd Lt. Howard Hanneken, a Marine veteran of World War I. While on duty in Haiti in 1919 Hanneken killed the notorious bandit leader Charlemagne Peralte during a raid. For this action he received the Medal of Honor. He also served in Brazil, and continued fighting bandits in Haiti and Nicaragua during the 1920s. Hanneken also received two Navy Crosses for bandit fighting. He later served at posts in California, including various commands with the 1st Marine Division. He retired July 1, 1948, after a 34-year Marine Corps career and died Aug. 23, 1986, in La Jolla, Calif., at the age of 93.

Resting in Section O, Grave 3759, is Gunnery Sgt. Jimmie Earl Howard, another Marine who fought in Vietnam. As a staff sergeant in June 1966 while assigned to the 1st Marine Division, Howard led a Marine reconnaissance patrol in a fierce battle with Viet Cong forces. For wounds sustained in the engagement, Howard also received his

third Purple Heart. President Lyndon Johnson presented Howard with his Medal of Honor in a ceremony at the White House Aug. 21, 1967. He later served at MCRD San Diego and retired from service Mar. 31, 1977. He died Nov. 12, 1993.

Resting in Section P, Grave 2930, is Maj. Ross L. Iams. Iams was a sergeant fighting in the Haitian Campaign in 1915 when he earned his Medal of Honor. He served in World War I, Haiti, Mexico, China, the Philippines and Nicaragua, and eventually rose to the rank of captain in 1920. After retiring in 1932, Iams briefly returned to service in 1942. He died Mar. 25, 1952.

And lastly, resting in Section O, Grave 729, is Sgt. James Irsley Poynter, a Marine veteran of several World War II campaigns and the Korean War. Poynter, a native of Bloomington, Ill., earned his Medal of Honor for actions July 19, 1950, on Hill 532. While a squad leader with the 7th Marine Regiment, he single-handedly charged three enemy machine gun positions and wiped them out before succumbing to wounds sustained in the effort to enable his fellow Marines to fight off an enemy assault. Also a recipient of the Bronze Star with Combat “V” in previous actions in Korea, Poynter was buried with military honors at Fort Rosecrans Nov. 4, 1950.

National cemeteries like Fort Rosecrans in the U.S. were first founded in the wake of the Civil War. They were designed to house those who died so that a nation may live.

Situated on 1,000 acres of land set aside for a military reservation in 1852, Fort Rosecrans was named in 1899. In 1934 the War Department set aside eight acres for the national cemetery there. Today, the cemetery has increased to more than 77 acres.

As of fiscal year 2005, it is the eternal home to more than 88,000 souls, including many internments that predate California

statehood, said Hughes.

The cemetery is serenely organized and a scenic landscape of memory. It is a quiet place and a reminder of the sacrifices made by fallen heroes.

“There are also approximately twenty veterans who died in Iraq or Afghanistan interned here,” said Hughes. “Although the cemetery is full, internment of cremated remains continue, and we have actually had a couple instances where a reserved space was given up for a recently fallen service member who died in Iraq.”

Like other national cemeteries, Fort Rosecrans provides a special service and upholds “a sacred trust” to our nation’s service members, said Hughes.

Throughout the year, cemetery staff members work to ensure the grounds are kept clean and well manicured. Like any cemetery on a normal day, at Fort Rosecrans it is not uncommon to see the occasional grave or internment site with a small flower or a token of remembrance. Staff members also help visitors locate gravesites or answer any questions they may have about internment. During national holidays like Memorial Day, innumerable miniature American flags at the cemetery flutter from the ocean breeze in a gentle wave of patriotic remembrance.

In contrast to the savagery of war that brought many to their final resting place at Fort Rosecrans National Cemetery, the peaceful mood of the cemetery undermines the images of death and destruction born of the many monuments there.

For those interested in visiting Smith’s gravesite, it is located “off-site” at Section A, Grave 279 located somewhat inconspicuously near the USS Bennington Monument.

For more information on Fort Rosecrans National Cemetery, including visiting hours, call (619) 553-2084 or visit www.cem.va.gov/nchp/ftrosecrans.htm.

Announcements



Is this your Saturn?

The above vehicle has been marked for impound by the Provost Marshal’s Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots. Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMS attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice. For more information, call 577-1276/4139.

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information call 577-1461.

Vehicle:	License:
Mitsubishi Eclipse	CA#5DAX061
Honda CX	CA#5ERW727
Suzuki GSXR	CA#17E7224
Ford E350	CA#4LNX778
Motorcycle Trailor	VA#CT497383

Miramar Movies

The Bob Hope Theater is located in Building 2242, and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to www.mccsmiramar.com.

Friday:
6:30 p.m. *The Benchwarmers (PG-13)
9:00 p.m. Thank You For Smoking (R)

Saturday:
8:00 a.m. Swap Meet (Until 2pm)
6:30 p.m. Stick-It (PG-13)

Sunday:
1:00 p.m. *The Wild (G)
2:00 p.m. Superman Returns (Free)
6:30 p.m. *Scary Movie 4 (PG-13)

Wednesday:
6:30 p.m. United 93 (R)

Thursday:
2:00 p.m. Hoot (PG)
6:30 p.m. *Thank You For Smoking (R)

* Indicates the last showing for that film.

San Diego County Fair

The San Diego County Fair is taking place at the Del Mar fair grounds from Saturday to July 4. Admission is \$9.10 for all, but service members can come back any of the 22 days for free.

For more information on the fair, contact the Marine Corps Air Station Miramar Entertainment Ticket Office at 577-4126.

Religious Services

The Chaplain’s Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist
Wednesday:
7 p.m. Baptist service
Monday-Friday:
11:30 a.m. Roman Catholic daily mass
Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

H&HS Change of Command

Lt. Col. Lawrence J. Oliver will relinquish command of Headquarters and Headquarters Squadron to Lt. Col. Keith M. Cutler during a change of command ceremony Friday at 2 p.m. at Flight Line Base Operations.

Deployed Kids’ Meetings

Deployed Kids’ Group will meet Mondays 19, 26, and July 10, 17, at 3:30 p.m. at the Miramar Youth and Teen Center. If a parent is deployed now, getting ready to deploy, or is returning, and the child is between 8-10, they are welcome. First timers come early to meet everyone.

For more information, call 577-1332.

Brig Retirement Ceremony

After 22 years of honorable service, Boatswain’s Mate Chief (Surface Warfare) Roger F. Price, U.S. Navy, will be retiring. The retirement ceremony will be held on Friday, at 11 a.m. in front of the Naval Consolidated Brig, Marine Corps Air Station Miramar. All Interested personnel are codially invited to attend. Uniform for attendees is the uniform of the day.

For more information, call 577-7000.